

The Hongkong Telegraph.

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NEW SERIES No. 7070

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WEDNESDAY, SEPTEMBER 1, 1909.

三拜禮

號一月九英港香

\$35 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000
RESERVE FUNDS.....
Sterling.....\$1,500,000 at 2/6=\$1,000,000
Silver.....\$1,500,000 at 2/6=\$1,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Balfour, Esq.
G. G. Barrett, Esq.
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O. R. Lenzmann, Esq.
R. Shallen, Esq.
H. A. Slobs, Esq.
H. A. W. Slade, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 21st August, 1909. [30]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1858.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL.....£1,000,000
RESERVE FUND.....£1,775,000
RESERVE LIABILITIES OF PROPRIETORS.....£1,000,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 1 per Cent. per annum on the daily balance.
On Fixed Deposits for 12 months, 4 per Cent.
" " " 6 " " " 3 1/2 " "
" " " 3 " " " 3 " "
WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP.....GOLD \$5,350,000
ABOUT MKX \$7,225,212
RESERVE FUND.....GOLD \$5,350,000
ABOUT MKX \$7,225,212

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEMERE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2 1/2 per Cent. per annum on the daily balance and accepts Fixed Deposits at the following rates:
For 12 months 4 1/2 per Cent. per annum.
" " " 6 " " " 4 " "
" " " 3 " " " 3 " "
No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£5,750,000).
RESERVE FUND FL 6,125,745 (about £510,479).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samang, Sourabaya, Cheribon, Tegal, Pecalangan, Pacoran, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Achoen), Bandjermasin, G. respondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanol, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description. INTEREST ALLOWED:
On Current Accounts 2 1/2 per Cent. on daily balance.
Fixed Deposits 12 months 4 1/2 per annum.
" " " 6 " " " 4 " "
" " " 3 " " " 3 " "
J. L. VAN HOUTEN,
Agent.
Hongkong, 21st July 1909. [19]

Banks.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS.....15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. OHFOD. TIENSIN.
Kobe. PEKIN.
OSAKA. NEWORWANG.
MACASAKI. DALNY.
LONDON. PORT ARTHUR.
LYONS. ANTUNG.
NEW YORK. LIOYANG.
SAN FRANCISCO. MUKDEN.
HONOLULU. TIE-LING.
BOMBAY. CHANG-CHUN.
SHANGHAI.
HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 1 per Cent. per annum on the daily balance.
On Fixed deposit:
For 12 months 4 1/2 per Cent. p.a.
" 6 " " 3 1/2 " "
" 3 " " 3 " "
TAKRO TAKAMIGHI,
Manager.
Hongkong, 1st July, 1909. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 2 1/2 per Cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....Sh. Tails 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin. Calcutta. Hamburg. Hankow.
Kobe. Peking. Singapore. Tientsin.
Tientsin. Tsingtau. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:
Koenigliche Seehandlung (Preussische Staatsbank).
Direction der Disconto-Gesellschaft.
Deutsche Bank.
S. Bleichroeder.
Berliner Handels-Gesellschaft.
Bank fuer Handel und Industrie.
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne.
Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayrische Hypotheken- und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROYCHILDS & SONS.
THE UNION OF LONDON AND SMITHS BANK LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [15]

Intimations.

THE SAVOY beg to inform their Customers and Residents that they are disposing of their Stock at Cost Price, owing to their removal to new premises. Gentlemen's underwear a speciality, also the well-known W. B. Corsets, Ladies' and Children's Shoes, and Canton Embroideries.

THE REGAL SHOES are not included, they will be sold at the usual price, \$10 per pair.
Hongkong, 31st August, 1909. [39]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37 1/2 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 15th August, 1908. [38]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	ASSAYE	Capt. Owen Jones, R.N.R.	About 2nd Sept. } Freight and Passage.
LONDON, &c., via usual Ports	DEVANHA	Capt. H. Powell	Noon, 4th Sept. } See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA	Capt. C. J. Beaton, R.N.R.	About 9th Sept. } Freight and Passage.
SHANGHAI, MOI, KOBE & YOKOHAMA	CEYLON	Capt. H. N. Rivers, R.N.R.	About 10th Sept. } Freight and Passage.

For Further Particulars, apply to

P. & O. S. N. Co.'s Office,
Hongkong, 16th August, 1909. [4]

Intimations.

LANE, CRAWFORD & CO.

A 5 or 10 Catty Box constitutes one of the most acceptable Presents to those at Home. Without doubt this is the Finest Blend of TEA at the Price, to be had in China.



LANE, CRAWFORD & CO.

ARE NOW BOOKING ORDERS FOR THE ABOVE SPECIALLY-BLENDED FOOCHOW TEA.

PRICES:
Including Freight, Duty and Delivery to any address in the United Kingdom.
Per 10 Catty Box, \$17.50. Per 5 Catty Box, \$10.00. [30]

Champagnes, Sherries, Madeiras, Port, Claret, Burgundies, Hocks & Moselles, Brandies, Gins, Whiskies, Vermouths, Bitters, Liqueurs, Ales, Beers and Stouts.

CALDBECK, MACGREGOR & CO.,
Wine & Spirit Merchants,
15, Queen's Road Central.
Hongkong, 1st September, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.
Hongkong, 16th July, 1908. [67]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS Tel. 58.

For Terms, &c., apply to the

MANAGER.
Hongkong, 2nd July, 1909. [69]

Shipping—Steamers.

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 2,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wharf, Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG" 457 Tons (At Dock).

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linton" and "Sanni". These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.

EXCURSION TO MACAO.

On SUNDAY, the 5th SEPTEMBER, 1909.

The Company's Steamship "HEUNGSHAN" will depart from the COMPANY'S CANTON STEAMERS' WHARF at 9 A.M.

Departure from Macao at 3 P.M.

Excursion Rates as usual.

Passengers taking Return Tickets by s.s. Heungshan may return by s.s. Sui-An at 7 P.M. on the same day.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf, Lok Street Wharf. This steamer connects with the returning steamer from Macao (Sui-An).

On SATURDAY, the 4th SEPTEMBER (Weather Permitting).

The Steamship Company's "SUI-AN" will make an extra trip to MACAO leaving WING LOK WHARF at 7 P.M.

Departure from Macao on Sunday, at 7 P.M.

FARES—Week End Rates for 1st and 2nd Class.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Blake Pier. [5]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager.
Hongkong, 5th February, 1909. [16]

GRAND CARLTON HOTEL.

8 & 10, ICE HOUSE ROAD.

Telephone No. 812.

Telegraphic Address—"GRAND" Hongkong.

RENOWNED

For Luxury, Comfort, Quiet, Freshness and

Excellent Cuisine.

O. E. OWEN,
Proprietor.

Hongkong, 10th August, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, N. BEUMENTHAL,
Proprietors. Manager.

Telephone, 170. Telegrams "Astor." [14]

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"DERFLINGER" Capt. E. Zacharias	THURSDAY, 2nd Sept., at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BULOW" Capt. F. Prosch	WEDNESDAY, 8th Sept., Noon.
MANILA, YAP, NEWGUINEA, MARVUN, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Iscke	FRIDAY, 10th Sept., Daylight.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Samblit	Beginning of September.

For further Particulars, apply to

NORDDEUTSCHER LLOYD
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st September, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	OCEANIKEN	Sellier	13th Sept. P.M.
MARSEILLES, VIA PORTS	AUSTRALIEN	Riquier	14th Sept., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	SYDNEY	X	27th Sept. P.M.
MARSEILLES, VIA PORTS	POLYNESIEN	Bioc	28th Sept., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia ; at Colombo for Calcutta, Bombay and Australia ; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 20 hours' railway from Marseilles to London.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 31st August, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOWANG-SI.

S.S. "PAUL BEAU," 1,000 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

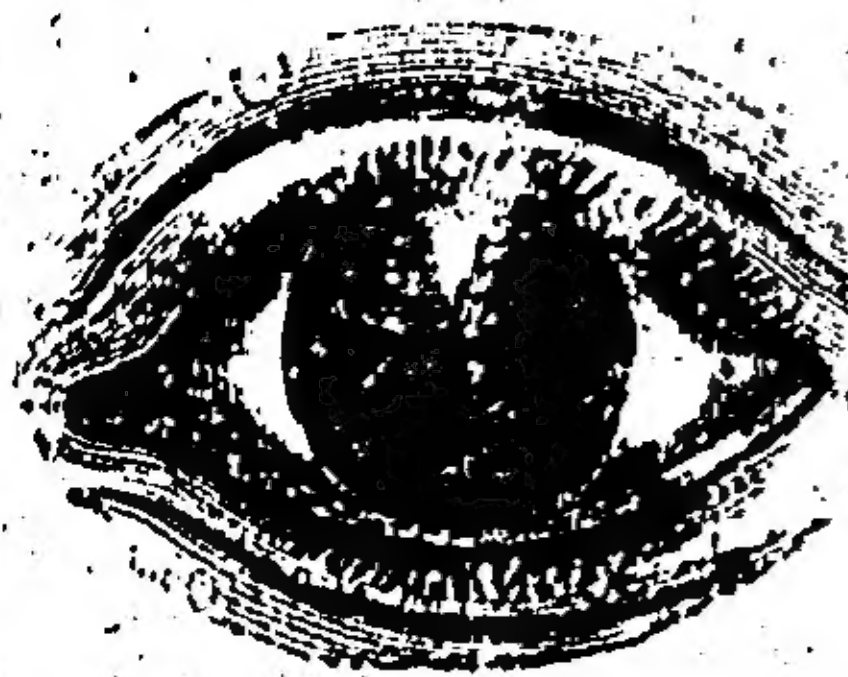
The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETT & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight," free.

LONDON.

CALCUTTA.

SHANGHAI.

5, John Street, Bedford Row, W.C.

19, Bealock Street

166, Nanjing Road.

Hongkong, 26th March 1908

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Eds; Liebert, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL, Offices and Godown.
In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.
No. 9, PEDDER'S HILL, a Commodious Five-roomed Dwelling House with Servants Quarters, next to the Masonic Club.

Apply to—

DAVID SASSOON & Co., Ltd.
Hongkong, 6th August, 1909.

TO LET.

NOS. 51, 53, & 55, WONG-NEI-CHUNG ROAD.

Apply to—

HONGKONG & KOWLOON LAND & LOAN CO., LTD.,
No. 3, Queen's Road West.
Hongkong, 9th March, 1909.

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

One FIVE-ROOMED BUNGALOW, "The Nest," No. 84, Mount Gough, Peak, Garden and Tennis.

Furnished—Possession from 1st October next.

Apply to—

THE COMPADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 25th August, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., LTD.
Hongkong, 29th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

No. 3 OLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHUNG ROAD A HOUSE in RIMON TERRACE.

OFFICES in YORK BUILDING, GODOWNS—In PRAYA—EAST, BLUE BUILDINGS, and No. 168, DES VŒUX ROAD next to the Hongkong Hotel.

FLATS in MORTON TERRACE, No. 10, DES VŒUX ROAD CENTRAL 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st June, 1909.

TO LET.

GODOWN No. 14, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 10th June, 1909.

DESTROYER'S BOLD DASH.

HEAVY BOOM DEFENCE PROVES USELESS.

A plucky feat was performed at dawn yesterday in Portsmouth harbour by Lieut. John C. Hodgson and a bare working crew of volunteers on board the destroyer *Ferret*, reports the *Morning Leader* of 29th July.

It was not a warlike act, but it was an act of war, and it consisted in the effective testing of a type of boom that has hitherto been considered invulnerable for harbour defence.

In a hundred decisive seconds the battle between the *Ferret* and the boom culminated, and was over—ending in the unexpected destruction of the boom.

CREW CHEERED.

Such a stirring piece of "mimic real" warfare has probably never been witnessed before, and the cheers of the small knot of spectators who watched the tests were tinged with relief rather than exultation when the *Ferret's* volunteer crew rushed the boom; not only the vulnerability of a scheme of defence was at stake, but, perhaps, the lives of the small volunteer crew.The tension of the hundred seconds that elapsed from the moment when the *Ferret* was seen threading her way through the double line of warships in the harbour, steadying herself for the fateful dash, was intense.

"She is not coming very fast," murmured the watchers.

"Fifteen knots," hazarded a naval man ashore. But every second narrowed the gap between the destroyer and the boom as she headed dead on to the obstruction, followed by a huge wave that hung menacingly over her stern.

The commander and the steersman were on the bridge, and it was evident, from the moment that Lieut. Hodgson steered the destroyer on getting within striking distance, that he did not intend to hurl his vessel to destruction in a slap-dash manner.

The boom consisted of a string of timber-banks with fearsome steel teeth protruding. It is protected by a 5-inch submerged hawser, and surmounted by a 3-inch steel rope that might be expected to sweep away masts, funnel, and deck gear of the attacking vessel.

NO HAPHAZARD ATTEMPT.

The attack was carefully calculated. The keen stem of the destroyer was to strike between two banks of timber, her strengthened bows were to bend or loosen the steel spikes with which the banks bristled, and by sheer weight timbers were to be wedged apart and the connecting wires broken or cut.

If this were the *Ferret's* plan of campaign it was successful. She charged the obstruction with a forward draught of 5 ft. 10 in., and she must have cut clean through the submerged protective hawser because she struck the boom fair and square. Her bows did not rise an inch; she was not "jumped" up by the submerged wire on to the spikes, which, until this decisive moment, it was claimed would rip the bottom and side plates to shreds; and the watchers plainly saw the zinc hawser stretched above the boom snap when it came in contact with the destroyer's strengthened bows, leaving little more than a dent as a record of the impact.

There was not much else to be seen, however, for the moment the boom gave under the weight of this 325-ton destroyer, forced against it at 16 or 17 miles an hour, the wreckage swished back and clouds of foam hid the vessel from view.

EACH MAN AT HIS POST.

The volunteers on board had been told that they might shut off steam before the impact, and come and lay flat on their faces on deck, in case the *Ferret* was swept by the steel wire or was spiked and foundered. But not a man left his place. Just as Lieut. Hodgson and the helmsman stuck to their posts on deck the engineers and stokers kept to their work below, and, in fact, felt so little of the shock that they did not know that the boom had been rushed until the burned orders "Stop," "Go astern," were tickled down from the bridge.The anti-boom party were victorious—for there is a boom and anti-boom controversy in naval circles—and to emphasise the triumph a launch, in its haste to render first aid to the *Ferret* in case she wanted it, dashed through the gap in the boom to join the swarm of vessels that steamed up alongside the destroyer.

CALM CONFIDENCE.

They found Lieut. Hodgson coolly counting up his crew of volunteers, and ticking them off to see that none was hurt or missing, and with his hands in his pockets he looked over the side and assured inquirers that all was well.

The *Ferret* could have returned to dock under her own steam, but it was part of the programme that she should be taken in charge by the dockyard tugs, and as she surrendered herself to them, rumours that she was spiked and foundering were current. As a matter of fact the destroyer was scarcely scratched.The ship's complement is about 50, but for yesterday's dangerous duty fewer than ten volunteers were called for, just enough to command, drive, steer, and stock the vessel. They were readily forthcoming, and they had the satisfaction of having thrown light on a very knotty problem of naval defence. The Portsmouth boom was supposed—until yesterday to be invulnerable—and so probably it would prove to be as part and parcel of the harbour defences, but the existing type of boom in itself, as a protection to non-military ports and harbours, is shown by the *Ferret's* feat to be absolutely useless.

THEORY AND PRACTICE.

Nothing could have been carried away with more ridiculous ease than the obstruction of beams, spikes, and wire, which has its counterpart at various points round the coast, and the excuse that it was kept too tight at Hardway sounds childish. It has to be recognised that the contraption which has stood the test of years (in theory) has failed the first time it has been put to a practical test.

WEATHER-FORCAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DOWN below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited on the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour:—

Gap Rock	Aberdeen.
Waglan.	San Ki Wan.
Stanley.	Sai Keng.
Cape Collinson.	Sha Tan Kol.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the light houses.

F. G. FROD.

16th 1. 1909

TYPEWRITERS

FOR

HIRE.

REPAIR

IS OUR

SPECIALITY.

DRAGON CYCLE

DEPOT,

32-35, Des Vœux Road, Central.

Hongkong.

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

NEW GOODS

DAINTY
ROBESLACE
AND
MUSLIN.PRETTY
BLOUSES

FOR

AFTERNOON
AND
EVENING
WEAR

Ladies'

and

Children's

MILLINERY.

POWELL'S

ALEXANDRA
BUILDINGS.

and

23, Queen's Road.

Opposite the Clock Tower.

Hongkong, 28th August, 1909.

Public Company.

THE CHINA LIGHT AND POWER
COMPANY, LIMITED.

THE EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, 5, George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, 11th September, 9.30, at Noon, for the purpose of receiving Statements of Accounts and the Report of the General Managers for the 11 months ending 31st July, 1909, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 10th, and SATURDAY, the 11th September, 1909.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 27th August, 1909. [609]

Auction.

PUBLIC AUCTION.

THE undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on

SATURDAY,

the 4th September, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

A LARGE ASSORTMENT OF

JAPANESE CURIOS.

Comprising:—

IVORY CARVINGS, BRASS AND BRONZE VASES, BOWLS, MAKUDZU VASES, PLATES and TEA SETS, SILK-EMBROIDERED SCREENS, KAKE-MONOS, WALL HANGINGS, SATSUMA VASES and TEA SETS, KAGA and NAGAYA TEA SETS, &c., &c.

Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 30th August, 1909. [618]

Intimations.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. Every 10 minutes
7.30 a.m. to 10.00 a.m. Every 15 minutes
10.00 a.m. to 11.00 a.m. Every 15 minutes
11.30 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 15 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 15 minutes
2.15 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 3.30 p.m. Every 15 minutes
3.30 p.m. to 4.00 p.m. Every 15 minutes
4.00 p.m. to 5.00 p.m. Every 15 minutes

NIGHT CARS

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 30 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
11.00 a.m. to 12.00 noon. Every 15 minutes
12.00 noon to 1.00 p.m. Every 10 minutes
1.00 p.m. to 5.00 p.m. Every 15 minutes
5.00 p.m. to 7.00 p.m. Every 15 minutes
7.00 p.m. to 8.00 p.m. Every 10 minutes

NIGHT CARS on Week Days

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 28th April, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
FURNITURE WAREHOUSE.

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE.

No. 39, DES VOEUX ROAD CENTRAL. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Office and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.
Hongkong, 5th August, 1909. [614]

D. NOMA,

PROFESSIONAL TATTOOER

AND THE EXPERT REMOVER OF TATTOO MARKS.

No. 60, QUEEN'S ROAD, CENTRAL.

PATRONISED BY Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, and having 4,500 testimonials from all sources.

My 14 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me.

In tattooing unlike some species of engraving, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minutiae is a speciality.
Hongkong, 1st September, 1909. [615]

Intimation.

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerning as named in Schedule A appended) in any person, by public or private sale as may be thought fit.

2. The above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

3. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any day prior to the said day of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

4. All tenders so made will (except at the express wish of the tenderers to the contrary) be received and treated by the Government as strictly confidential.

5. On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

6. Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

7. All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

8. The Farms, above referred to, are:—

(a) BRITISH NORTH BORNEO.—Opium, Spirit, Gambling and Pawa-broking, as follows:—

(i) in one concession for the whole State.

(ii) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(1) SANDAKAN DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan river.

(2) KUDAT DISTRICT.—The Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Padasan River.

(3) WEST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Padasan River and on the other by the northern boundary of Province Clarke.

(4) EAST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broekhoek point.

(5) PROVINCE CLARKE.—being the Territory between Batu-Batu and the Lawas, northern watershed.

9. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount Rent-to-be allocated to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter into a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Offices of the said Secretary at Sandakan, or of Messrs. Guthrie & Co., at Singapore, or of Messrs. Gibbs, Livingstone & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chandu fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tahil \$ 2.40
" 5 lb packet 0.15
" 4 " 0.12
" 3 " 0.09
" 2 " 0.06

(h) The Opium Farmer is responsible for seeing that Chandu is not sold by retail at the Opium Farm or at the Opium Farm shops at prices higher than those fixed by Government and named above (g).

(i) The Opium and Spirit Farmer may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chandu and Spirit.

(j) During the continuance of the Farm period, the Opium and Spirit Farmer will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chandu prepared by them, and to any vessel containing Spirit for sale.

(k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor at Sandakan a Schedule showing full particulars as to the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(l) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(m) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.

The Liquor Proclamation No. 17 of 1901.

The Pawa-broking Proclamation No. 14 of 1902 as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamations No. 8 of 1897.

OILFIELD TRAGEDY.

SHOOTING OF MR. RUTHERFORD IN UPPER LANGKAT.

The Daily papers give detailed reports of the trial of M. J. Janssens, a boring assistant on the oilfields, in Upper Langkat, for the murder of Mr. H. J. Rutherford, the head boremaster there, on February 13 last. The case for the prosecution rested on evidence that the crime was committed with malice aforethought. At noon on that day, Janssens left his dwelling house on the boring ground armed with a Mauser repeating rifle. He entered an outbuilding on the oilfield not far from the house, and lay in wait there, rifle in hand, for nearly a quarter of an hour, looking out for Rutherford. At about ten minutes past twelve Rutherford drew near. Janssens allowed him to approach up to about six feet from the building. He then fired upon him. The bullet went through the liver, and Rutherford dropped. Thirty-five minutes afterwards he died from inward bleeding. On being taken to the house of a boremaster, he knew he was sinking, and on his friend trying to cheer him up, Rutherford said:—It is too late. All is over. Before breathing his last, Rutherford muttered some unintelligible words.

NO INTENTION TO KILL.

Seven or eight witnesses were summoned. Janssens admitted that he did shoot Rutherford but denied that he had done it on purpose. When he fired off the rifle, there was no intention on his part to kill Rutherford. He was at the time beside himself with rage, and did not think of the consequences. His object, so he said, was to wound Rutherford but not to take his life. It was noticed, however, that he never expressed regret for the murder. On being questioned by the court why he shot Rutherford, Janssens said that, for several months before the murder, the latter had taken a dislike to him, was continually finding fault with his work, and used foul language to him, until he at last could not stand it. After shooting Rutherford, he did not lend a helping hand in relieving him, but unconcernedly walked back to his house where he was arrested. The witnesses examined bore almost uniform testimony to Rutherford's kindness and good temper. He sometimes used strong language, but never abused anybody. He was patient with the workmen, but he could not stand working with inexperienced people. Janssens was touchy and fancied that Rutherford could not bear him, and set the coolies to annoy him. On the morning of the fatal day, Rutherford heard that Janssens had lodged complaints against him. He could have dismissed Janssens long before but did not do it because the latter had a mother to support. It came out, too, that Janssens had often given trouble, but that Rutherford had never reported him.

CLOSING SCENE.

The case for the prosecution closed on August 7, the fifth day of the trial, and the counsel for the Crown addressed the court. He pointed out that there was no reasonable provocation whatever for the crime. Janssens' grievances against Rutherford were pure fancy. The evidence showed that the murder was premeditated, and that Janssens was quite cool and collected at the time. The only points in Janssens' favour was his weak understanding, his inability to distinguish strong from bad language, and his lapsed mind. Counsel closed by asking the penalty to be fixed at 15 years' penal servitude.

Janssens wept on hearing this request. His counsel then addressed the court, pointing out that he was of a morbid turn of mind that took offence at trifles. It was highly probable that a fancied insult might have so upset him that he committed the crime without realising what he was doing. Janssens was afraid of dismissal, and sought to revenge himself on Rutherford. After dwelling upon the fact that Janssens' education had been neglected, counsel asked the court, in passing sentence, to bear in mind that Janssens had a mother of whom he was the sole support. Judgment was reserved to August 14.—*Strait Times*.

CHINA AND THE UNITED STATES.

INSTRUCTIONS TO NEW AMERICAN MINISTER.

San Francisco, August 22: Mr. Crane, the new U.S. Minister to China, who is shortly leaving for Peking, visited President Taft at the summer resort where the latter is staying, and received instructions regarding American policy in China. According to a report published, the substance of the instructions was that the policy of the United States in dealing with China should be based on the principle of helping China and causing her to realize that she was an independent country. This was the duty of the United States. Certain countries considered it advantageous to place China in an inferior position, but the United States must protest against such a policy to the utmost. China was a country which the United States experienced a deep-seated friendship, and in the event of China being unjustly treated the United States would oppose such a policy. The President is also said to have instructed Mr. Crane that the principle of the open door in China and equal opportunity must be strictly maintained.

YUEN HING,

No. 4, D'AGUILAR STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL.

DEALERS

Is all kinds of hand-made

DRAWN AND EMBROIDERY CHINESE

LINE GRASS CLOTH, FEWTER

WARE, &c.,

All of the best quality.

Hongkong, 16th August 1909. [612]

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"AMBRIA,"

Captain. Deinat, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th August, 1909. [611]

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ATHOLL,"

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DODWELL & CO., LIMITED,
Agents.
Hongkong, 30th August, 1909. [615]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 1st prox., will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 30th August, 1909. [616]

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. Dordogne and Medoa, from Havre ex s.s. Dordogne, and from Bordeaux ex s.s. Ville de Valenciennes, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasures and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 8 A.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 6th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th September, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 6th September, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,
Agent.
Hongkong, 30th August 1909. [617]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE"

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Sept., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Sept., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

GIBBS, LIVINGSTONE & Co.,
Agents.
Hongkong, 31st August, 1909. [619]

Intimations.

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:—

On THURSDAY, the 2nd September:—

From Pakehawan in a North-Easterly direction, at ranges up to 6,500 yards, commencing at 5 P.M., and finishing at 11 P.M.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

[28]

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$86 per annum.

WEEKLY—\$12 per annum.

The rates per quarter and per month, proportional.

Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscription can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue, to any part of the world is 80 cents per quarter.

Singapore Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPT. 1, 1909.

THE POSITION IN PEKING.

There has been a stir in the camp within the last few days. The easy-going, happy-go-lucky mandarins at the capital have once again received a shock, and have been forced to move. Dilatoriness, for once, has proved its futility, even in Chinese diplomacy. Secrecy has taken its place, to preserve the dignity of China; but secrets have a way of coming to the light and so entering into history. Enough is known to enable us to trace the facts to their primordial causes. The party that has precipitated this change is China's nearest neighbour and truest friend Japan; the date was August 6; and the occasion of action was the Antung-Mukden Railway. It need not have been discussed which party had right on its side. That the Waiwupu was dilatory, hoping for benefits by means of procrastination; is certainly a very natural conclusion; if we may judge by its dealings not only with Japan, but with other Powers. The ultimatum from Japan was of such a character that the Waiwupu had to act, and that promptly. It was also deemed

expedient to act secretly. For the Central Government to show how weak it would have wrought havoc with its scheme of constitutionalism. Orders were issued by the Ministry of the Interior to the Press in Peking, and indirectly to the native Press in Shanghai, to abstain from discussing the Antung-Mukden Railway affair. Diplomacy was allowed free scope to make an arrangement, without going to war—which, of course, would have been fatal to China—and without exciting the contempt of the Chinese people—which would also have been fatal to the Government. Grand Secretary Na Tung, the only really determined man in the Waiwupu, had returned to Peking, and the Junior President, Liang Tun-yan, was made to realize that something must be done, or the way would be open for the whole body of officials, including Prince Ching, to commit suicide. With this possibility in view, negotiations naturally proceeded apace. Legation now rescued the Waiwupu from a sorry plight. The onset of signing the Antung-Mukden Railway agreement was turned over to Viceroy Hsi Liang in Mukden; the memorandum of five articles was signed there on the 19th, and the "face" of the Waiwupu was saved. It is noticeable that, only a day before, an agreement relating to the Kirin-Kuanungchong and Hsionintun-Mukden Railways had been signed in Tientsin, not in Peking. Peace has been preserved. But the power of the Central Government had been lessened by this voluntary transference to the provinces of the diplomatic powers relating to international negotiations, the making of treaties, and foreign affairs. That this lapse from dignity has not escaped notice at Peking, is shown by the fact that only within the last few days the Waiwupu has announced itself as having directly participated in negotiations relating to other points of dispute in Manchuria between the two countries.

The very advance that is thus made is checked by the wrong policy pursued by the Waiwupu, which after all is the most important Ministry of the Central Government. Instead of boldly and promptly facing every problem that comes before it, and such a problem comes almost daily, there has been of late a tendency to practise the gifts of the ostrich. The Prince Regent may well be stirred by the remissness of this body, to which he must look for watchfulness in relation with other nations of the world. But besides this inherent weakness as it is seen in the leading Board, there is ground for alarm at the growing ascendancy of the Manchus element, and the diminution of power of the Chinese from the eighteen provinces. In doing away with all distinctions between Manchus and Chinese, the important posts in the Government have been gradually filled by Manchus. If a count be made of the number of Chinese and Manchus who are presidents and vice-presidents of the eleven Boards now existing in the revised Government, it will indeed be found that the two nationalities stand about equal, as in former years. But it must be remembered that of the presidents of these Boards only three are Chinese, namely President of the Civil Board, President of the Board of Justice, and President of the Board of Communications. We do not include the President of the Board of Foreign Affairs, H.E. Liang Tun-yan, because above him are Prince Ching and Na Tung. For this ascendancy of the Manchus the reason may, perhaps, be traced to their superior ability; for as a matter of fact there is at present a lamentable deficiency of strong, capable Chinese holding high office either in Peking or the provinces. It is no surprise that in the dilemma the recall of Yuan Shih-kai should be mooted, but it is to be doubted whether the Prince Regent will consent to take this step, for such a recall would inevitably result in greater power falling into the hands of the Manchus than what he had prior to dismissal. Yet the fact remains that the preponderance of official power with the small section of Manchus may yet prove a menace to the peace of the country. That the Chinese are deficient in the requisite ability to manage affairs of State is not to be credited. Such men may not be found among those in the regular line of preferment, but they could be taken from lower ranks, just as Princes Tsai Hsun and Tsai T'ao, brothers of the Prince Regent, could be advanced from a position of no official experience to be, respectively, the head of the new Naval Board and the Chief of Staff in Military and Naval Affairs.

One other regrettable feature remains to be noticed in the political situation in Peking, and that is the lack of that moral stamina which must always remain the basis of national prosperity. With increase of salaries, far beyond anything that the Japanese recognize, there still exist the old forms of corruption, especially among those highest in office, unless the reports received from Chinese sources are to be believed. At least extravagance prevails, such as was unknown in previous periods. This expenditure at the capital, coupled with the difficulties in raising taxes in the provinces, may yet lead to a clash between the Central Government and the provinces. The President of the Board of Finance, Duke Tsai T'ie, has called for greater economy, but this cannot take place so long as love of official display and extravagance prevails. If there is any truth in the information to hand, there is something worse even than this extravagance; and that is the decline in morals on the part of the young nobility and mandarinates. No nation is free from such peril, but when dissipation is indulged, there is also allowed the privilege of living in retirement, with a tacit prohibition against any interference by the discredited nobles in the direction of public affairs. The Rev. Lord William Cecil has done well to point out this defect in the modern education of China, and by this argument to urge the British public to establish a University that shall perpetuate the moral and Christian ideals of Western civilization. In so far as the men in power, whether of the old or the new learning, determine to build their constitutional government on ethical ideals that shall be Confucian, if not at present Christian, in so far will they be able to lead the Empire into paths of safety and prosperity.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., His Excellency Colonel Darling, R.E. Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Mr. C. McL. Messer (Colonial Treasurer), Hon. Mr. P. N. H. Jones (Director of Public Works), Hon. Mr. F. J. Bodeley (Captain Superintendent of Police), Hon. Mr. A. W. Brewin (Registrar-General), Hon. Dr. Ho Kai, M.N., C.M.G., Hon. Mr. Wei Yuk, C.M.G., Hon. Mr. E. Osborne, Hon. Mr. E. A. Hewett, Hon. Mr. Murray Stewart, and Mr. O. Clementi (Clerk of Council).

AGENDA.

Hon. Sir Henry Berkeley (Attorney-General), Hon. Mr. W. J. Gresson.

MINUTES.

The minutes of the last meeting were read and confirmed.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 13).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table Financial Minutes No. 39. It was agreed that it be referred to the Finance Committee.

LIQUOR LICENCES.

The Resolution under section 6 of the Liquor Licences Extension Ordinance, 1908, was not proceeded with at this meeting.

MAGISTERIAL CONVICTIONS.

The Hon. Mr. Murray Stewart asked the following question of which he had given notice:—Is it a fact that, as stated in the newspapers, a coolie was fined \$15 at the Police Court for playing a dice game in the street, and that, in the same Court on the same day, fines amounting to less than half that amount were imposed in the case of a conviction for being drunk and disorderly in Morrison Hill Road, and unprovokedly assaulting and wounding Mr. Blower by striking him several times on the head with a heavy stick?

The Colonial Secretary:—In the former case Mr. J. R. Wood inflicted a fine of \$15.00 for street gambling on the 27th August. The Police reported that gambling in this particular locality was persistent and that they had been unable hitherto to make arrests. In the latter case Mr. F. A. Hazledar imposed a fine of \$12.00 on a Japanese on the 27th August for being drunk and disorderly and for a common assault. The Magistrate took into consideration the very drunken condition of the man and the fact that he was quite ignorant of what he was doing. The Magistrate considered the fine inflicted quite sufficient under the circumstances.

CRIMINAL LAW AMENDMENT.

The Colonial Secretary moved the first reading of a Bill entitled An Ordinance to amend the Magistrates and Criminal Law Amendment Ordinance, 1909.

The Colonial Treasurer seconded. In the memorandum attached to the Bill, the Attorney-General explained that the section referred to gave power to the Governor-in-Council to make Regulations for the prevention of expropriation in public places. Eighty of the leading Chinese having formed a society "for the total suppression of the habit of educational and persuasive means," and undertaken to conduct an "anti-spitting campaign" with energy, earnestness and success, it is considered that the object sought can be better achieved in this way than by legislation.

His Excellency the Governor said:—The memorandum attached to this Bill describes with sufficient accuracy the object of its introduction. It will be remembered that the clause which it is now proposed to repeal met with considerable opposition in Council, but no alternative was proposed which would offer any prospect of checking the insanitary and disease-producing habit against which this clause was directed. It was suggested that notices should be posted, and spittoons provided, and these steps were taken; but it is inevitable that methods such as these should soon become a dead letter. The clause gave power to make rules not to prohibit spitting altogether but to regulate it in public places, and I may observe that it was never my intention that any such regulations should be of a harsh or drastic nature. I considered that in markets where food is exposed for sale, expropriation, except into proper receptacles, might be prohibited, but that elsewhere action should only be taken by way of summons in aggravated cases, and only European constables should be empowered to arrest, and he would be instructed not to do so as a rule unless a previous warning had been neglected, or in the case of newcomers unfamiliar with the law. The Chinese members of Council, however, approached me with a scheme for inaugurating an Anti-spitting League for the total suppression of the habit by educational and persuasive means. They informed me that eighty of the leading Chinese gentlemen in the Colony had volunteered their support of this movement and undertook to conduct it with energy, earnestness and success. I have constantly said in this Council that I believe in methods of co-operation rather than in methods of coercion. They are not only infinitely preferable in their operation, but they are more effective. But to enlist co-operation you must abandon coercion, for the two cannot exist side by side. The Government, therefore, proposes to repeal this clause, trusting in the pledged word and promise of the leading members of the Chinese community that they will make it their business, with "energy and earnestness" (to use their own words) to diminish this evil in the interests of cleanliness and health. (Applause.)

The Bill was read a first time.

OPINION.

The Colonial Secretary moved the second reading of the Bill entitled An Ordinance to amend and consolidate the Laws relating to Opium and its Compounds. The Colonial Treasurer seconded.

The Bill was read a first time.

OPINION.

The Colonial Secretary moved the second reading of the Bill entitled An Ordinance to amend and consolidate the Laws relating to Opium and its Compounds. The Colonial Treasurer seconded.

Mr. Murray Stewart said:—Your Excellency, inasmuch as the principle of this Bill appears to be the elementary business one of making as clear as possible the terms of a prospective contract, no unofficial member is likely to oppose it. The only comment I have to make is upon the Government's failure to apply it thoroughly when dealing with the case of this particular contract a couple of months ago. A couple of months ago this principle was advanced throughout in the debates on the second and third readings of the Bill closing the opium divans. The plea of urgency was based upon it. Unofficial members were informed that there was pressing need for passing that Bill promptly because until its provisions in final form were made known, the terms for the new farm adverted, and the tenders got in, the Colonial Treasurer could not possibly tell what the loss on closing the divans would amount to, the Secretary of State could not say what proportion he was prepared to bear, and the work of preparing the Estimates could not be proceeded with. Before all things it was said to be necessary that the details of the new conditions under which henceforward the farm will be held should be left in no uncertainty. The importance of this was put forward as a reason for declining to accept an amendment providing a suspensory clause. A suspensory clause was objected to as opening a chink through which doubt might conceivably creep in. Stress was laid upon the difficulties liable to be engendered by indeterminate conditions. The conditions had to be beyond doubt and they had to be advertised without delay. They were advertised immediately after the Bill passed and for many weeks subsequently. The assumption was that everything had been done to make the position clear. It therefore came as a surprise to find that all the time the regulations embodied in this Bill were in process of incubation. We now learn that until they are hatched out it is impossible to proceed, in a satisfactory manner, with the business of negotiating. Your Excellency's introductory remarks last week made this plain. From them I gathered that the new Bill materially affects the position of the prospective farmer. This impression is confirmed by a perusal of its clauses. It would seem therefore that there was really no such pressing need, after all, for hurrying through the previous measure and that all the subsequent advertisement has been so much waste of time and money. Two months ago I did not feel fully persuaded of the need for expedition. Now it is evident that there was none. It is equally evident that, by this time, there must be. The unofficial members are therefore forced to agree once more to the adoption of those somewhat hasty methods of law-making, which are nowadays largely employed elsewhere, but which are nevertheless to be deprecated in a deliberative assembly.

His Excellency the Governor said that what Mr. Murray Stewart said was to a certain extent correct, that was to say, that when the amending Ordinance was before the Council, it was believed that it would meet all that was required by the tenderers for the coming Farm. But, as they were aware, there were a series of Ordinances which had been passed dealing with these Ordinances. The result had been that the law had become somewhat complicated, somewhat chaotic, and on close examination it appeared that some clauses were confusing if not contradictory. He did not think that the Government could be held very seriously to blame for that condition of things and he did not agree with what the hon. member had said about the alterations in the Bill being very material and seriously affecting the Farm. In this view they were very unlikely to cause any alteration in the tender. His Excellency referred to the amending Ordinance which was sent home for the approval of the Secretary of State in order that it might be put beyond doubt that the policy by which the Secretary of State promised substantial consideration for any loss which the Colony might sustain might be granted. His Excellency believed that the terms of the new Ordinance had been considered and studied by the tenderers for the coming Farm.

The Council went into Committee on the Bill. His Excellency the Governor in the absence of the Attorney-General guiding the measure through the house. The Bill passed through Committee with various amendments, none of which aroused any discussion.

TRAMWAY.

The second reading of the Bill entitled An Ordinance to amend the Tramway Ordinance, 1902, was not proceeded with.

LIQUOR LICENCE.

The Council did not proceed with the second reading of the Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1898, and the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1902.

PROTESTANT CEMETERY.

The Committee stage of the Bill entitled An Ordinance to set apart certain Crown Land to be used as a burial ground for persons professing the Christian Religion, other than members of the Roman Catholic Church, was not proceeded with.

The other items on the orders of the day were left over for consideration until the next meeting of Council.

ADJOURNMENT.

The Council adjourned until Thursday next, the 9th inst.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following vote be adopted by the Council:—

LAI-CHI-KOK QUARANTINE STATION.

A sum of three thousand two hundred and seventy-seven dollars in aid of the vote, Public Works, Extraordinary, Quarantine Station at Lai-chi-kok—Hospital, Approach Paths, &c.

This was all the business.

Alleged Criminal Conversation.

MR. LEMM IN THE BOX.

SEVERE CROSS-EXAMINATION BY SIR HENRY BERKELEY.

The action was resumed before the Chief Justice (Sir Francis Piggott) in the Supreme Court, this morning, in which Captain C. W. Mitchell, master of the steamer *Fook Sang*, is claiming damages from John Lemm, a Hongkong architect, for alleged misconduct with his wife on divers dates and at various places in this Colony.

Sir Henry Berkeley, K.C., instructed by Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff. Mr. M. W. Slade, instructed by Mr. P. M. Hodgson, of Messrs. Ewins and Harston, defended.

The juryman empanelled were:—Messrs. E. J. Hughes (foreman), J. W. Bolles, E. Shellin, M. S. Northcote, G. C. Moxon, E. H. Hinde and M. S. Sassoon.

Mr. Slade in addressing the jury for the defence said he must assume that they were prejudiced, for nearly everyone in the Colony was prejudiced against Lemm. But it was for the jury to get rid of their prejudice and do their duty. Some of the evidence given was eminently trustworthy and during the years 1901-23 there was not the least trace of evidence against the defendant, though the practical outcome of the charges was that Mrs. Mitchell and the defendant had been guilty of misconduct all the time Mrs. Mitchell had been in the Colony. Coming to the Macao visit in October, 1904, Counsel said up to this time there had not been anything proved upon which they could reasonably infer any improper relations had existed between Mr. Lemm and Mrs. Mitchell. With regard to the Macao visits nothing could be more open or innocent than Mr. Lemm accompanying Mrs. Mitchell and her daughter. He signed his name properly and it was obvious to the merest baby that his signature had been altered by someone. The fact that they slept in adjoining rooms at the hotel in Macao could not convey any suggestion of misconduct to anyone unprejudiced in the case. The facts of the case were simple. Mrs. Mitchell, at that time being disowned by her husband, who made her a very small allowance, was assisted by Mr. Lemm, an old friend and fellow-countryman of hers. He used to assist her in her trials by taking some of his meals at the house, for which he paid, dining there regularly. He also took French lessons and learned shorthand from the daughter at the house—a very charming girl, and no doubt a pleasant occupation. Because a man visited the mother and daughter, who were in distress, and helped them out of their difficulty, was that evidence that he was guilty of adultery with the mother?

Mr. Lemm then stepped into the witness-box. He said he left the Colony for Australia on December 9th last year, not having been home for seven and a half years. He left Sydney on his return on August 11th, arriving in the Colony on the 30th of August last. The defendant explained the circumstances attaching to the period when he boarded with Mrs. Mitchell and said there was no secrecy about the arrangements, and that Mr. Mitchell knew he was staying there, as he returned while he was there. He advanced forward in his defence a total denial to the charges alleged against him.

After the fifth adjournment, Mr. Lemm again went into the witness-box.

Sir Henry Berkeley:—For twenty nights, you were alone with Mrs. Mitchell and her daughter? Mr. Lemm:—Yes.

And Capt. Mitchell did not know the fact till years later?—He did.

Do you suggest that Captain Mitchell is not telling the truth?—He may have been mistaken.

Why did you not live in a hotel?—I had a lot of furniture to store.

You could have done so in a hotel?—It was more convenient to you than I did.

Did it never occur to you that these visits of yours to Mrs. Mitchell would hurt the good name of the lady?—Such a thought never struck me.

In 1899, you brought your boy with you?—In March, I removed to Granville Avenue.

Mrs. Mitchell occasionally came to arrange my pictures and furniture. She was usually accompanied by Mrs. Wright. I had a little partition put next to my room for an office.

You used to work in pyjamas?—In the summer months.

If there were only innocent relations between you, why did Mrs. Mitchell visit you in the day-time?—Arrange my furniture and sometimes ask me for dinner.

I put it to you that during July, 1900, you visited Granville Avenue several times a week while Capt. Mitchell was away at sea?—While he was there too.

You stayed frequently till late hours?—Half-past ten to eleven o'clock.

During the absence of Capt. Mitchell at sea?—Yes.

Is it true that while you passed from No. 4 to No. 8, you used to whistle?—No.

You can whistle?—Yes, I can.

You admit having visited No. 8 at mid-night on one occasion?—One night in January.

It was raining hard?—No.

Did you pay off your ricksha?—Yes.

Did you hear the "boy" saying "Massa have come"?—No.

Then, Capt. Mitchell's evidence is untrue?—He may have heard me asking the boy if the master had come.

Then Capt. Mitchell may have mistaken your voice for the "boy's" voice?—He may have.

Do you deny that Mrs. Mitchell said: "Come in, Mr. Lemm, Mitchell, Mr. Lemm has come to see you"?—I do.

Capt. Mitchell asked you why you paid off your ricksha?—No.

You said: "It's all right, old boy. I saw your ship at the buoy," when Capt. Mitchell answered that his ship was not at the buoy but was anchored off Wharfedale?—No.

Then Capt. Mitchell's story is untrue?—He must have been dreaming.

I put it to you that you knew Capt. Mitchell was not at home when you called for the purpose of adulterous intercourse. I called for the express purpose of seeing Capt. Mitchell.

Your wife used to upbraid you for neglecting her for Mrs. Mitchell?—She used to threaten to cut my throat while asleep and suffered from hallucinations and alcoholism.

There were frequent matrimonial quarrels?—No.

On the 8th of March, you received a letter from Capt. Mitchell saying that you two were in future to meet as strangers?—Yes.

Is it not a fact that notwithstanding that Capt. Mitchell wished you to be a stranger to him, you still continued your relations with Mrs. Mitchell?—She was my only true friend in Hongkong.

After further cross-examination, the case was adjourned until 10.30 to-morrow morning.

Canton Self-Government Society.

THE "FATSHAN" INCIDENT REVIVED.

RENEWED AGITATION IN CANTON.

[From Our Own Correspondent.]

Canton, 31st August.

The Canton Self-Government Society has issued another circular for the purpose of convening a public meeting to take place on the 31st instant (to-day) for the purpose of discussing two questions. Subjoined is a free translation of the circular:—

1. A letter has been received from the family of the deceased passenger relating to the *Fat-shan* incident, to the effect that the late Mr. Lai Tao Choi, a witness in the case, had died of consumption on account of exertion and irritation brought about by his zealous efforts in making a fight in connection with the *Fat-shan* incident, and in appreciation of his valuable services as well as to mark their sense of respect for him, the family are pleased to appropriate, from the amount of compensation received from the British firm of Messrs. Butterfield and Swire, a sum of \$1,500 with which the Self-Government Society is requested to buy a piece of land in which both the late Lai Tao Choi and the deceased passenger, Ho Yu Ting, will be buried and whereon to erect a monument in their memory. On the grave stone, a statement setting out full particulars of the *Fat-shan* incident will be engraved, so that they may remain ever fresh in the memory of the Chinese people.

2. The Self-Government Society has been in receipt of several telegrams from the Chinese residing in Annam and the Straits Settlements, &c. to the effect that with regard to the present state of affairs in the Three Eastern Provinces, if treatment has been meted out to the Chinese people there by the people of a certain foreign country, the same as to which the Koreans have been subjected. The Chinese people residing in foreign countries have been greatly incensed, as the Ministry of Foreign Affairs appear to be ignorant and do not care to take heed of the matter. The Self-Government Society has been urged to convene public meetings with a view to memorialize the Imperial Government on the subject in order to relieve the Chinese in those provinces from foreign domination. Since troubles have arisen in the Three Eastern Provinces, the Self-Government Society has been prohibited from discussing matters in connection therewith. However, many papers, both foreign and Chinese, have commented on matters relating to the state of affairs in those provinces regardless of the orders of the Imperial Government. As so many telegrams have been received, a meeting is arranged to take place on the 31st instant when they will be read to the assembly for their comment as to the advisability of transmitting them to the Imperial Government for information.

LOCAL AND GENERAL.

An estimate of \$15,000 has been made for the cost of the proposed Senate House in Peking.

The Colonial Secretary advises the receipt of a telegram from the Government of Burmah notifying that restrictions against arrivals from the port of Hongkong have been removed.

OUR Canton correspondent writes that, on the 25th ultimo, the ringleader of a certain revolutionary society, named Kwok Ah Pin, was arrested by the local officials in Welchow. Many papers and a seal of the society were discovered in the man's possession, when arrested. He has been handed over to the Commander-in-Chief Chun Ping Chik, for trial.

CHINESE reports say that on account of the Chinese feeling that the charge against Inspector Mears of Kiukiang (of having caused the death of Yü Fa-ch'ang) was unjustly (sic) dismissed by the British Consul at that port, certain sections of them are resolved to carry out a boycott against the British. In pursuance of this resolve a tea house the other day withdrew a shipment of several thousand chests of tea from a British steamer, and it is stated also that there is a combination of merchants who have refused to take delivery of goods discharged from British ships. Efforts are said to have been made to identify British goods with a view to boycotting their sale.

THE Bank Line s.s. *Numeric* arrived at Vancouver on 27th ult., and at Tacoma on 31st inst. The *Apar* C.N. s.s. *Catharina* *Apar* from Calcutta left Singapore this morning, and may be expected here on 7th inst.

English (*Ataya*) and Inst. 6 a.m.
Indian (*Arravay* *Apar*) 3rd inst.
Indian (*Catharina* *Apar*) 7th inst.
German (*Prins Blit* *Wladimir*) 8th inst.
Indian (*Namang*) 15th inst.

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Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

NAVAL COMMISSIONERS.

DEPARTURE FROM SHANGHAI.

[By courtesy of the "Sheung Po."]

Peking, 31st August.

Admiral, Sah Chen-ping and Shun Pui-lap, Naval Commissioners, left Shanghai yesterday for Chekiang on a tour of inspection.

CHINESE MINISTER.

DEPARTURE FROM TOKIO.

[By courtesy of the "Sheung Po."]

Peking, 31st August.

The Chinese Minister to Tokio left Yokohama yesterday for China.

TITLE DEEDS.

INCREASE OF FEES.

[By courtesy of the "Sheung Po."]

Peking, 31st August.

The Ministry of Finance has decided to increase the fees on title deeds for property from the ninth moon of this year.

SHANGHAI IN 1908.

COMMISSIONER OF CUSTOMS' REPORT.

The following is taken from the report for 1908 by Mr. Elgar Hobson, Commissioner of Customs:—

The development of Hankow and the northern ports, steadily extending their direct commercial relations with foreign countries, is much affecting Shanghai's position as a distributing trade centre. Besides the many causes which, during the year 1908, have influenced the trade of this port, the curtailment of its former monopoly as an emporium is an important factor to be considered for the future. However, the constant growth and expansion of the International Settlement and French Concession would tend to prove that Shanghai will always retain its old supremacy. The constant vitality of the port is emphasised by the installation of 26 miles and 15 kilometres of electric tramways on both sides of the Yangtze, serving a area of 5,513 acres (33,110 mou) and 356 acres (2,115 mou) respectively. The earliest efforts to provide Shanghai with a system of tramways were made as far back as the spring of 1875. Since that time the rapid increase of the population, which is now estimated to have attained a density rate of about 93 to the acre, has rendered tramway transit, which had been so long felt to be desirable, practically indispensable. The Shanghai Electric Construction Company, Limited, partially opened the lines to traffic on the 4th March, and their whole system was in operation by the end of May. The Compagnie Française des Tramways inaugurated their line on the 4th May. The innovation took place without trouble from the natives, who now fully appreciate the advantage of cheap yet rapid locomotion. It will be felt, perhaps, to refer here to the new situation created for the Japanese coolie class, which would not seem to have been unfavourably affected to anything like the extent that was anticipated. The annual reports of the Foreign Municipal Council give 6,071 licenses issued in 1908, against 98,450 in 1907. The French Municipal Council's statement shows 58,761 licenses granted in 1908, against 62,151 in 1907. The number is said to be likely to increase during 1909. Both electric tramway companies have the same type of cars, which are of the single-truck pattern, divided into two compartments, seating 12 first-class and 20 second-class passengers. Each car is fitted with an automatic lifeguard at each end. The tramway tracks are also uniform, each having a gauge of 1 metre. Being independent enterprises, they derive their current from two different generating stations. The French company possess 28 cars, but only 20 are in service, carrying an average of 7,400 passengers per day; while the other company own 65 cars and register a daily traffic of almost 30,000 passengers. It is most probable that, for the greater convenience of the public, the two systems will be connected at an early date. The importance and pre-eminence of Shanghai is still further marked by the opening of the railway to the ancient capital of the Ming. A preliminary agreement for the floating of a loan for the construction of the Shanghai-Nanking Railway was signed on the 13th May, 1908, but it was not until the 9th July, 1904, that the Final Agreement was signed, between Sheng Kuang-pao, Director of the Imperial Chinese Railway Administration, and the British and Chinese Corporation. This agreement provides for the issue of a sterling loan for an amount not exceeding £2,250,000, secured by Imperial Government Bonds, with the railway as first mortgage security. All surveys and estimates were completed during the summer of 1904, and after some delays experienced in settling land acquisitions, the ceremony of cutting the first sod was performed at Shanghai by His Excellency Sheng Kuang-pao on the 23rd April, 1905. The first section of the railway, that from Shanghai to Nanking, was opened to traffic on the 20th November of the same year; the sections Soochow and Waihi in July, 1906; that to Changchun on the 15th May, 1907; and to Chinkiang

on the 15th October, 1907. The final section to Nanking was completed on the 28th March, 1908, on which date the first train ran from Shanghai to Nanking, covering a distance of just over 100 miles in 5 hours 37 minutes, including stoppages. The engineering work in the construction of the line has mostly consisted of earthworks, building bridges, and culverts. The earthworks, including embankments, cuttings, and creek diversions, amount to 2,677,763 cubic fang. Between Shanghai and Nanking there are 25 major bridges and 277 minor bridges, and 405 culverts. Stations, inclusive of both termini, are classified as 25 passing stations and 12 flag stations. The only tunnel on the line is situated at Chinkiang. The railroad passes through Fort Hill, and the tunnel, as built, measures 1,320 feet from entrance to exit. The mileage, including main line, loops, and sidings, is 230 miles of single line. The average cost per mile, including land, construction, and equipment, equals Sh. Tls. 68,397.07. The development of railways in China is such a vital question for the future welfare of the nation that the above technical information, extracted from a paper prepared by Mr. A. H. Collinson, the Chief Engineer, has been thought of interest. The company supply the following returns for their passenger traffic: In 1908, 3,740,869 passengers, representing 51,384,127; in 1907, 1,731,658 passengers, representing 5760,609. No comparative statement is possible between these two years' statistics, the line having only been completed in March, 1908. The goods carried consist mostly of cocoons and refuse silk, coming from Waihi under outward transit pass. During the year 43,411 piculs of cocoons and 1,456 piculs of refuse silk arrived at Shanghai under these passes. By an arrangement made recently, import duty-paid foreign goods under exemption certificate will now be able to be borne by this route between the treaty ports of Soochow, Chinkiang, Nanking, and Shanghai. Shanghai will soon be linked with its southern hinterland by the Shanghai-Hangchow-Ningpo Railway. When first projected and included in the concessions secured by the British and Chinese Corporation, this railroad was to start from Soochow, and at the time was called the Soochow-Ningpo Railway. Many representations were made by the local merchants and gentry to have the concession cancelled, and the movement went so far as to threaten, at the beginning of the year, a boycott of the Hongkong and Shanghai Banking Corporation. The agitation was quickly suppressed by Taotai Liang's proclamation, enjoining the people to accept the inevitable. On the 6th March a loan agreement, amounting to £1,500,000 sterling, was signed in Peking for the construction of the line. On the 15th April the Central Government, through the Board of Posts and Communications, surrendered to the provincial bureaux of the Kiangsu and Chekiang provinces the control and management of the Shanghai-Hangchow-Ningpo Railway. Up to the present time each province has subscribed Sh. Tls. 5,000,000 for the building of its respective portions and of the foreign loan, 30 per cent has been allotted to the Kiangsu Railway Company and 70 per cent to the Chekiang. The line is now divided into two sections, the Hangchow-Ningpo and the Hangchow-Shanghai. The Hangchow-Ningpo section, covering a distance of some 310 li, has been surveyed and the land valued through which the track will run. It is expected that by April, 1909, the land will have been acquired and work commenced. The Hangchow-Shanghai section is under two managements, the Hu-Kia in Kiangsu, for the line from Shanghai to Fengking, a distance of 111 li, and the Hang-Kia in Chekiang, for the line from Hangchow to Fengking via Siakhi, a distance of about 250 li. The Kiangsu Railway is open to traffic from Shanghai to Suppiao, 65 li. The remaining distance of 45 li to Fengking will be opened about the end of February, 1909. The Chekiang portion from Fengking to Hangchow is complete between Hangchow and Kashing. From Kashing to Fengking, a distance of 60 li, eight-tenths of the track has been built and seven-tenths of the bridge work finished. It is fully anticipated that by next February the whole of this part will be ready for the laying down of the rails. Two sketch maps of the railway lines under review are attached to this report. Shanghai is becoming more and more attractive to foreigners and Chinese alike with the continual embellishment of its streets, avenues, and environs, the erection of imposing buildings, and the laying out of public gardens. It is not at present unusual to see Chinese banking establishments located in foreign-style houses. Such constructions as the newly-built Garden Bridge greatly contribute to ornament the city-like appearance which the port is rapidly assuming. To the list of the already numerous local industries are to be added three steam silk filatures, which began work during the year, styled the Tai Chang, the Ta Ching, and the Yun Lung.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 1st at 12.25 p.m.—The barometer has fallen in E. Japan, owing to the depression, which is moving Eastwards over Hokkaido. Pressure has increased moderately and is now high over N. China. High pressure covers the Pacific also in the neighbourhood of the Bonins.

Variable winds, light to moderate may be expected in the Formosa Channel, and light N. E. winds over the N. part of the China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, Variable winds, light; fair.

2.—Formosa Channel, Variable winds, light to moderate.

3.—South coast of China between Hongkong and Loochoo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.



H.E. YUAN SHU-HSUN.

VICEROY-DESIGNATE OF THE LIANG KWANG.

ARRIVAL AT HONGKONG.

RECEPTION AT THE CHINESE CLUB.

At an early hour this morning the s.s. *Hsin Ming*, of the China Merchants' Steam Navigation Co., arrived in port from Shanghai, with His Excellency Yuan Shu-Hsun, Viceroy-designate of the Liang Kwang, and suite on board. Capt. P. H. Mitchell-Taylor, A.D.C. to the Governor, called on board on behalf of His Excellency, and was later followed by Mr. A. H. Harris, Commissioner of the Chinese Imperial Maritime Customs. His Excellency Kuo Erh Ch'ien, Macao Delimitation Commissioner, with Captains Wu and Ho boarded the *Hsin Ming* by the patrol cruiser *Kiang Ta*. Numerous Chinese deputations visited the new Viceroy in the course of the morning, including representative officials and leading gentry of Canton who had come down to pay their respects to Viceroy Yuan.

Shortly before 9 a.m. the official landing was made, H.E. Yuan Shu-Hsun disembarking at Blake Pier, accompanied by Mr. Harris. A guard of honour was supplied by the Buffs with the regimental band. After inspection of the guard and having complimented the commanding officer upon the smartness of his men the Viceroy and staff got into their chairs and proceeded on an official visit to the Governor. It should be mentioned that the shore battery fired the usual salute upon His Excellency's landing. Other ceremonial visits made in the course of the forenoon were to the Officer Commanding the Forces and to Commodore Lyon on board H.M.S. *Tamar*, when the Chinese official was received with the customary complimentary salute.

At noon H.E. Sir Frederick Lugard called at the "Glencely" buildings on the return visit to the Viceroy whom he later entertained at luncheon at Government House. Among others present at the official function were: His Honour Sir Francis Pigott, Chief Justice, the Right Reverend the Bishop of Victoria, Commodore Lyon, Mr. Blachflower, His Excellency Colonel Dailing, Captain Stewart, the Hon'ble Sir Henry Berkeley, the Hon'ble Mr. Messer, the Hon'ble Mr. E. N. H. Jones, the Hon'ble Sir Paul Chater, the Hon'ble Mr. E. A. Hewitt, His Honour Mr. Justice Gompertz, the Hon'ble Mr. A. W. Brawin, the Hon'ble Mr. F. J. Badley, the Hon'ble Mr. W. J. Gresson, the Hon'ble Mr. Murray Stewart, the Hon'ble Mr. E. Osborne, Mr. A. H. Harris, Mr. D. R. Law, Mr. J. R. M. Smith, Mr. R. Shewan, Mr. W. Dickson, Mr. E. A. Ormiston, Mr. A. J. David, Mr. E. Shellim, His Excellency Kuo Erh Ch'ien, Captain Wu Kwang-tsung, Captain P. C. Ho, the Hon'ble Dr. Ho Kai, the Hon'ble Mr. Wei Yuk, Mr. Lau Chu-pak, Mr. Ho Kom-long, Mr. Fung Wa-chun, Mr. Ho Fook, and Mr. Leung Pui-chi. In the afternoon the Viceroy took up his quarters at "Glencely," the residence of H.E. Commissioner Kuo. There were numerous callers on His Excellency who received quite a number of the leading Chinese merchants both of Canton and Hongkong.

RECEPTION AT THE CHINESE CLUB.

At the invitation of the Committee and members of the Chinese Club a reception was held this afternoon in honour of the distinguished visitor. The Club-house was decorated with much taste with flowers and bunting. The national colours of China and England entered prominently into the scheme of decorations. On arrival the Viceroy was received by Mr. Lau Chu-pak, as chairman, and the members of the Club committee. A formal presentation followed of the hundred odd gentlemen who attended the reception, at the conclusion of which the party sat to tea. This part of the ceremony over, Mr. Lau Chu-pak rose and, addressing the gathering in Chinese, said:—On the 17th day of the 7th moon in the first year of the reign of the Emperor of China, H.E. Yuan, the new Viceroy of Canton, en route to take up his office, calls at Hongkong. It is out of regard for his worthiness, which we have long heard of, that we, members of the Chinese Club, assemble here to welcome him and not as a matter of form that this is done. Since His Excellency's last mission to the Old City in connection with matters concerning the Canton-Hankow Railway, hardly five years have elapsed, and yet he has now been promoted from the rank of a Provincial Judge to

that of a Viceroy. Were it not for the meritorious services rendered by him to his own country and the clear-sightedness on the part of the Chinese Government, how could such a rapid promotion be attained? Now among those who talk of introducing reforms to save China, no one would dispute the fact that all reforms which are urgently needed, international relation with Foreign Powers rank first on the list, but it must be admitted that one must put one's home affairs in order before one can tackle things abroad. So it is until the purity of the service is secured there need be no thought of reorganising home affairs. Hence success depends more upon the wisdom of the men to enforce the law than upon the usefulness of the law itself, and this is an accepted principle from time immemorial. It follows, therefore, that unless proper men are employed in the service, the introduction of reforms in the administration is but a mere name bearing no fruitful results. We have heard of His Excellency's ability as Governor of Shantung. He made it his first duty then to secure perfect purity in the service, whereby all officers under him learnt to respect the law, and the people were delighted with his administration. Moreover, he imparted vigour to the whole Province so that everything is known to be in perfect peace and harmony. Now, upon His Excellency's transfer to Canton, we may express the hope that the administration will be thoroughly organized and henceforth all matters connected with the municipality, army, education, agriculture, industry, commerce, railways, &c. of the Two Kwang will have far brighter times. Such is the fervent hope and prayer of all present.

The speaker then recited a verse in purport wishing His Excellency every happiness and success. (Applause.) The Viceroy made a brief and suitable reply, at the conclusion of which the gathering dispersed.

CANTON CEMENT WORKS.

PUBLIC SUBSCRIPTIONS INVITED.

[From Our Own Correspondent.]

Canton, 31st August.

Owing to insufficiency of capital to conduct continuous operations, by the Canton Government Cement and Brick Works, the Canton authorities assembled at a meeting the other day at which they suggested to convert the undertaking into a joint stock enterprise, in which officials and merchants will participate, as in the case of the Canton Electric Light Works Company with a capital of \$1,200,000, of which half will be underwritten by the officials and the other moiety will be offered to public subscription to the Chinese merchants. The officials are now about to invite participation on the part of merchants.

OBITUARY.

We regret to announce the death of Mr. L. E. Ellis, which occurred shortly after 5 o'clock yesterday afternoon, at his residence, No. 1, Pedder's Hill, at the ripe age of eighty. It had been known for some time that the late gentleman was in failing health, and yesterday, as already mentioned, he died.

The late Mr. L. E. Ellis was one of the oldest residents in the Colony, and was much esteemed by all who came in contact with his thorough integrity and sterling character. He was courteous alike to high and low and his loss will be most keenly felt by those, and they are many, who have had tangible proof of his goodness. It was only last year that he celebrated his diamond wedding, and it is an irony of fate that he should have been removed so soon after from the scene of happy associations and a blameless life. He leaves behind him a widow and a large family to mourn his loss and to them, the warm sympathies of their large circle of friends will go in their bereavement.

The funeral took place this morning and was largely attended.

To-day's Advertisements.

HONGKONG GYMKHANA CLUB.

THE FOURTH MEETING of the Season will be held at Happy Valley, on SATURDAY, the 4th September, commencing at 4.15 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price.

The Committee invite the Ladies of Hongkong to be present.

C. GORDON MACKIE, Hon. Secretary and Treasurer.

Hongkong, 1st September, 1909. (622)

HONGKONG CRICKET LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the Hongkong Cricket Club Pavilion on MONDAY, 13th September, at 5.30 P.M.

All clubs wishing to compete in the coming season are invited to send representation. A. O. BROWN, Acting Hon. Sec.

Hongkong, 1st September, 1909. (623)

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 7th of September, will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th of September, at 9.30 A.M. All Claims must reach us before the 11th of September, 1909, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO.

Ex S.S. *Thersia* from Smyrna, via Naples.

Bayern, Barcelona, General Agents.

The steamer having sustained General Average, Consignees of Cargo (from Hamburg, Bremen, Manchester, Antwerp) are informed that they will be required to sign an Average Bond, which will be sent round for that purpose.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., General Agents.

Hongkong, 1st September, 1909. (625)

SHOCKING RAILWAY ACCIDENT.

CAPT. LEARY KILLED AT PEKING STATION.

The *China Critic* of 23rd ult. says:—Yesterday afternoon, about 5.50 p.m., a telegram was received here by the British Headquarter staff from Colonel Anderson, commanding the Legation Guards at the Capital, regretting that he had to announce the death of Capt. Leary—the officer in charge of the ordnance department, from injuries received whilst trying to board the 4.45 p.m. train from Peking to Tientsin. No other details were given; but the sad news was immediately telegraphed up to General Waters at Shanhaikwan and communicated to the local heads of department.

Capt. Leary had to make periodical visits to the Capital on inspection duty, and it was whilst returning from one of these that he met his sad and sudden death. Captain Cornelius Leary joined the Army Ordnance Department about 25 years ago, and, by good service, rose from the ranks and obtained his first commission as Hon. Lieut. in May, 1899; being again promoted in 1905 to be Hon. Captain, being sent out here last year to take charge as O.C.O. He has several medals and clasps, and would have retired on a pension this year. He was a thoroughly efficient officer and highly respected both by his superiors and those under him. His wife predeceased him some years ago, and he leaves a grown-up daughter (who is at present staying with friends at Shanhaikwan) with whom much sympathy will be shown. R.I.F.

Intimations.

THE DAIRY FARM Co., LIMITED.

BUTTER.

WE regret that, owing to a sharp rise in the price of butter in Australia and to the low rate of exchange ruling here, we are compelled to raise the selling price of our "Daisy" brand butter to 80 cents per lb. from 1st September next, when the following prices will rule:—

"Honeysuckle" brand	\$1.00
"Daisy"	80
"Dairymaid"	70
"Buttercup"	65
Hongkong, 25th August, 1909.		(386)

PILSENER

"ASAHI"

AND

"SAPPORO"

BEER.

LIGHT AND

REFRESHING

SUMMER

BEVERAGE.

OBTAINABLE AT—

Messrs. CALDBECK MCGREGOR & Co.

H. PRICE & Co.

A. S. WATSON & Co., LTD.

VICTORIA DISPENSARY.

WATKINS, LTD.

FRENCH STORE.

KOWLOON DISPENSARY

AND

EVERYWHERE.

SOLE AGENTS:

THE MITSUI BUSSAN KAISHA.

(471)

PASTEURIZED AMSTEL PILSENER BEER.

SPECIALLY

MOST

PASTEURIZED

PALATABLE,

FOR USE IN

REFRESHING

TROPICAL

AND

COUNTRIES.

WHOLESOME.



Sole Agents:

H. PRICE & CO., LTD.

WINE, SPIRIT AND CIGAR MERCHANTS,

12, Queen's Road Central.

Hongkong, 1st August, 1909.

(471)

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, SEPT. 4TH.	"ALLAN LINE" FRIDAY, OCT. 1ST.
"MONTEAGLE" SATURDAY, SEPT. 18TH.	"EMPRESS OF IRELAND" FRIDAY, OCT. 22ND.
"EMPRESS OF INDIA" SATURDAY, SEPT. 25TH.	"ALLAN LINE" FRIDAY, NOV. 12TH.
"EMPRESS OF JAPAN" SATURDAY, OCT. 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railway.

Via Canadian Atlantic Port \$43.
Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
J. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"KWONGSANG"	FRIDAY, 3rd Sept. 4 P.M.
SANDAKAN	"MAUSANG"	FRIDAY, 3rd Sept. 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 3rd Sept. 4 P.M.
SGAPORE, PENANG & CALUTTA	"LAISANG"	SATURDAY, 4th Sept. 2 P.M.
MANILA	"YUENSANG"	FRIDAY, 10th Sept. 4 P.M.
SPORE, SAMARANG & SOERABAYA	"HINSANG"	TUESDAY, 14th Sept. 2 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"NAMSANG"	FRIDAY, 17th Sept. Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kamsang," "Namsang" and "Fookang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kuddat, Lahad, Dato, Simporna, Tawao, Ukanan, Jesselton and Lobnan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.,**

Telephone No. 61. Hongkong, 31st August, 1909. General Managers. [6]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
CHEFOO & NEWCHWANG	"KIUKIANG"	2nd Sept. 4 P.M.
SHANGHAI	"CHINHEUA"	2nd "
SWATOW, AMOY, FOCHOW & SHAI	"WUHU"	2nd "
HOIHOW & HAIPHONG	"SINGAN"	3rd "
SHANGHAI	"CHENAN"	5th "
MANILA	"TAMING"	7th "
WEIHAWEI & TIENSIN	"KUEICHOW"	8th "
HOLO	"KAIFONG"	8th "
SHANGHAI	"ANHUI"	9th "
MANILA	"LINAN"	12th "
MANILA, ZAMBOANGA & USUAL	"TEAN"	14th "
AUSTRALIAN PORTS	"TAIYUAN"	23rd "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

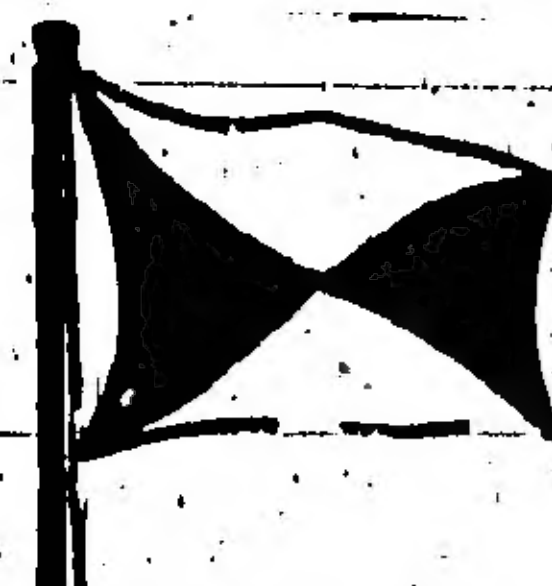
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,**

Telephone No. 35. Hongkong, 31st September, 1909. Agents. [8]



HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	\$540	R. W. Almond	MANILA	SATURDAY, 4th Sept. at 3 P.M.
LAPIO	\$540	R. Rodger	"	SATURDAY, 11th Sept. at Noon

For Freight or Passage, apply to **SHEWAN TOMES & CO.,**

General Managers, Hongkong, 31st August, 1909. [9]

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 26th Oct. 1909, at Noon.
S.S. MANSU MARU	5,000 "	" 10th Dec. 1909, at Noon.
S.S. AMERICA MARU	6,000 "	" 5th Feb. 1910, at Noon.

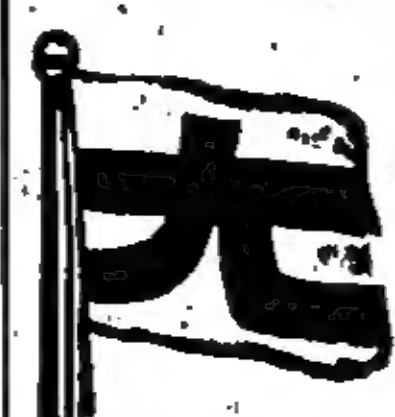
For particulars, apply to

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 1st September, 1909. [257]



OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tons	Leaves
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIDZU AND YOKO.	"TACOMA MARU"	4,500	SATURDAY, 25th Sept. at Noon.
HAMA	"FIREPATRICK"	4,416	SATURDAY, 23rd Oct. at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOCHOW.	"BUJUN MARU" Captain Y. Fuseno	THURSDAY, 2nd Sept. at 10 A.M.
TAMSUI, SWATOW & AMOY.	"DAIJUN MARU" Captain Y. Kaburaki	SUNDAY, 5th Sept. at 10 A.M.

A special reduction of 20% on 1st and 2nd Class Fare to Fochow will be made during the months of August and September.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOJUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 1st September, 1909.

T. ARIMA, Manager.

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NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	INABA MARU, Capt. R. Takeda	Tons 6500 { WEDNESDAY, 23th Sept. at Daylight.

VICTORIA, B.C. & SEATTLE.	SHINANO MARU, Capt. K. Kawara	Tons 6500 { TUESDAY, 14th Sept. at 4 P.M.
Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.	TANGO MARU, Capt. S. Ishikawa	Tons 8000 { TUESDAY, 28th Sept. at 4 P.M.

SYDNEY AND MELBOURNE.	NIKKO MARU, Capt. M. Vagi	Tons 6000 { FRIDAY, 3rd Sept. at Noon.
Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. M. Winkler	Tons 6000 { FRIDAY, 1st Oct. at Noon.

KOBE AND YOKOHAMA.	HAKATA MARU, Capt. J. Dring	Tons 6500 { FRIDAY, 3rd Sept. at 5 P.M.
	KITANO MARU, Capt. F. E. Cope	Tons 9000 { FRIDAY, 24th Sept. 5 P.M.

SHANGHAI, MOJI AND KOBE.	YETOROFU MARU, Capt. K. Soyeda	Tons 4500 { WEDNESDAY, 8th September.
BOMBAY, VIA SINGAPORE AND COLOMBO.	MOYORI MARU, Capt. J. C. Richards	Tons 4000 { THURSDAY, 2nd September.

† Cargo only.

‡ Fitted with new System of wireless telegraphy.

† Through-Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9,000 Tons Passenger Steamers will be despatched from Hongkong as follows:—

Aizawa Maru (Capt. W. THOMPSON) About Wednesday, 22nd September.

Miyasaki Maru (Capt. T. MURAI) About Wednesday, 30th October.

Kitano Maru (Capt. F. E. COPE) About Wednesday, 17th November.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUBUMOTO,

Manager. [458-459]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading Issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 4th September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Marmora," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Peris," due in London on 16th October, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent

Hongkong, 24th August, 1909. [4]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT TO SAN FRANCISCO, without any call en route thus affording a fast regular cargo-bus service from China and Japan to San Francisco.

THE Steamship

"AMIRAL DUPERRÉ."

expected to arrive on or about September.

For further particulars apply to

MESSAGERIES MARITIMES,

Agents at Hongkong.

Hongkong, 27th July, 1909. [58]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "LENNOX" On or about 10th Sept.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 31st July, 1909. [48]

HONGKONG—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST).

S.S. "INDRAPURA" On 17th September, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 24th August, 1909. [607]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER

"KWONG SAI" Capt. R. S. ORR

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These two Steamers, owned by Chinese capitalists and Officers by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

and

SHIU ON S.S. CO., LD.,

No. 2, Queen's Road West.

Hongkong, 26th April, 1909. [18]

Shipping—Steamers.

NORDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"DERFFLINGER."

Captain E. Zachariae, will leave for the above places TO-MORROW, the 2nd September, at Noon, from the buoy of the Kowloon Dock Co.

For further particulars, apply to

NORDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents

Hongkong, 1st September, 1909. [5]

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN."

Captain J. G. Olifant, will be despatched for the above Ports, on FRIDAY, the 3rd instant, at Daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN

(Occupying 24 days).

Steamers leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea), Moji to Hongkong providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s steamers.

Fare for round trip \$120.

For Freight or Passage, apply to

